

# H&H CVC



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The Club meets at the Conservative Club, High Lane  
On the **THIRD** Wednesday of <sup>each</sup> month at **8.15pm**

The Annual club Subscription is £20.00

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**Club Stands** Mike Coffey - See above

**Continued on page next to back page.**



## Club Mag. for January 2020

### CHAIRMAN'S CHAT

And so, I begin with my usual Happy New Year wishes to one and all and hoping that your Christmas lists of presents came true, and of course, that you have drawn up a list of good intentions for the New Year. Not a good time for working on your vehicle but one item on the agenda is to draw up a list of jobs to do and remember that many classic outlets have several sales items on at present so it is a good time to buy.

The Christmas meal at Oaklands Lodge, Hyde went well and was well attended, almost 40 people sat down to eat and make merry. Thanks to Helen Bowden for organising it and we got several complimentary remarks. One or two of those attending, and those who didn't came up with 'too far' but there has been only one suggestion of an alternative for the Christmas Meal.

I have to say how delighted I am with the choice of the new venue for the club show, and have booked **Brookside Garden Centre, Poynton**, just by the new junction of the A555 and A 523. Actually Emma, who used to work at Wyevale, contacted us having heard how poorly we have been treated by the new owners of Wyevale and suggested that we may be interested in going to Brookside. As I said last month, the site for our display, is excellent and will be screened off for our exclusive use and the facilities much, much better than previously and no bags of compost to compete with either! Both Stockport shows and Poynton continue into 2020 with a similar format to that previously.

It may have escaped your notice that Sir Michael Edwards died on 25<sup>th</sup> July last year aged 78 who at one time was heavily involved in attempting to save British Leyland. He was heavily involved in the production and changes to many of the BL vehicles including Maestro, Montego, Allegro, Marina, Metro and introduced us to the last vehicle from the Triumph stable, the Acclaim, which was a disguised version of the Honda Ballade having the same bumpers front and rear. He carried out a slimming down operation of BL, which was generally accepted and approved of by the unions but unfortunately a series of strikes, and poor-quality vehicles caused many problems. Edwards was born in South Africa and Joined BL as Chairman 1975 having previously been on the board of Chloride batteries. He was knighted in 1977 and retired in 1982 when he was presented with a British Racing Green Jaguar XJS which he took back with him to South Africa.

In 1975 we bought a new Austin Metro which was possibly the most rust prone car we have ever had, it having both front wings replaced under warranty, at three years of age. I also had a Montego, which was a well-designed car, but would have been better made by Ford or Vauxhall, everything felt to be connected by rubber. He did his best to save an ailing motor car company but the writing was already on the wall and few of their products both from then and later remain on our list of classics today.

I wonder what the future holds for us, as owners and custodians, of Classic vehicles as most of us are nearing or of retiring age. We all have grown up in an age of very interesting vehicles which are relatively easy to maintain, and if you can't fix it yourself, then there is always a club member or friend thereof who can. The vehicles made today all seem to have problems diagnosed by computer, and the young owners of them have little knowledge of what to do, or how to do it, if something goes wrong. I had a seat belt 'not fastened' sign come up a few years ago and it took a diagnostic check to work out that the sensor under the seat, weight activated, was at fault.

The future at the moment appears to be with electric vehicles but at the moment most of them have a range of around 230 miles with a considerable re-charge time which surely makes a journey to Edinburgh in a day from here out of the question. I note that it costs about £30 in electricity to recharge and it doesn't take much to work out that petrol would be cheaper. Three things come to mind in that why aren't vehicles fitted with rechargeable cells which you can swap at a service station, why are the leads from roadside charging points to vehicles so long and cause a tripping hazard and why is there no standard plug arrangements. I note that some companies can convert your classic to electric power but one I noted had a 35-mile radius for a Morris Minor and the conversion cost was in the order of £10,000, more than the vehicles' worth. I guess in time the sales of petrol as we know it today will become extinct, like leaded fuel became.

And back to club matters. The Runs Team are featured on the cover of this magazine, comprising of, (From left to right) Chris Howarth, Steve Bagnall, and Mike Coffey. For the January meeting on the 15<sup>th</sup> we have my annual quiz, and please bring your

own writing implement AND TEAMS OF FOUR PLEASE WHICH WILL BE SERIOUSLY IMPLEMENTED. For February we have our Annual General Meeting with my report bearing no resemblance to the 2019 report (believe that and you will believe anything) with complementary hot pot supper and for March we have our now legendary Ed Burke rocker box racing event with cups awarded for various categories and we look forward to some new entrants. By the way Chester, please bring back the broken piston.

Steve Diwall.

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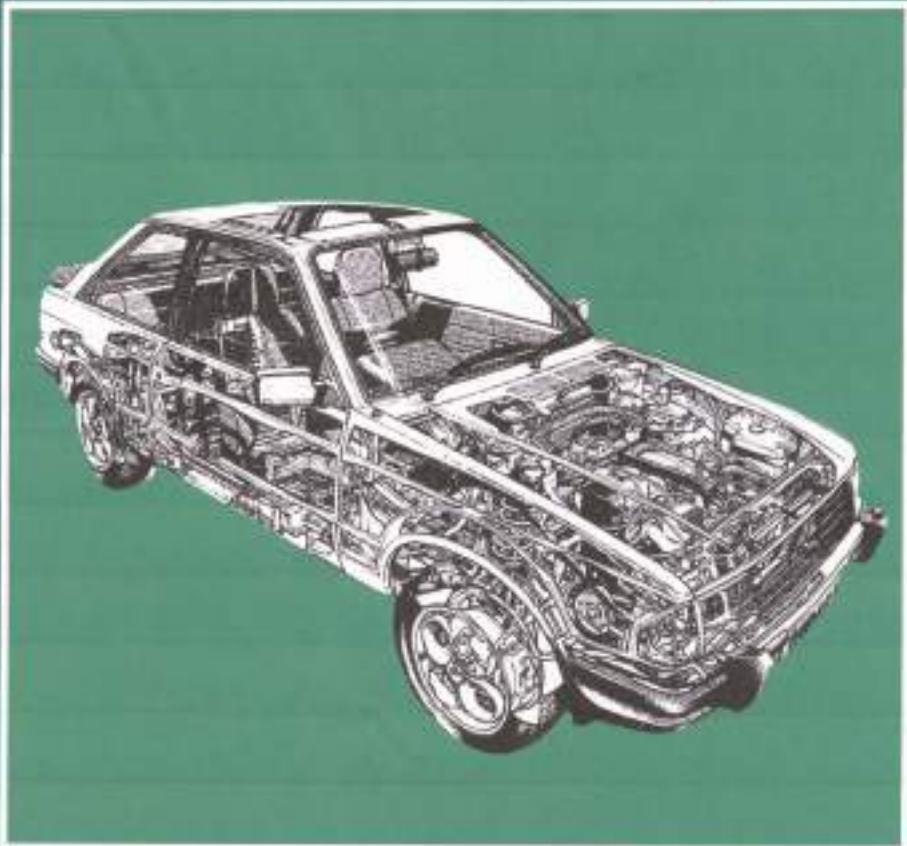


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# Editorial

**January Magazine 2020 Cover Photo.**  
The **Runs Team**. From left to right  
Chris Howarth, Steve Bagnall and Mike Coffey

The Christmas Meal at Oaklands Hall , well, **BRILLIANT**. First class food & service, a real treat for all who attended.

## New Members

**T. J. Dolan. Mentioned in the last mag.** I now have more details. Prefers to be addressed as 'T J', seems to have a mixture of vehicles, details, as follows:-1975 Seat, 1972 R-R Shadow 1, 1947 Wolseley 10, 1975 Alpha Giulia. and a 1966 Reliant Regal Saloon.

The car below sold at Bonhams Auction in November. **Some price eh?**



## **1961 ASTON MARTIN DB4GT LIGHTWEIGHT**

The debate of conservation versus restoration is always controversial, but here was a case of the former being the route to take. Described as the 'missing lightweight', this 1961 DB4GT had been in one owner's hands since 1965 and boasted known ownership

history from new, but it was wasn't a concours-restored example, rather one that had been maintained and used. The (possibly Elusive Blue) paint - changed from its original Wedgewood Blue - was fair while the remarkably original bodywork was

good bar a few dents and scratches. The inside was original and while the carpet had seen better days every other aspect, while patinated, was in fine order. With the engine rebuilt by Aston Martin Works Service in 2007 this was the star of the sale.

## Minutes of the last Annual General meeting **Wednesday 20th February, 2019**

The Secretary opened the meeting mentioning the fact that the minutes of 2016 AGM had been sent out with the club magazine, & all paperwork relating to the AGM in accordance with Company's House. .

**Minutes** Minutes of AGM dated 21<sup>st</sup> February, 2018 Delivered with the February magazine to all members was approved by the floor.

**Apologies** Chairman explained that Committee members John Walker, Director & Modern Classics representative, and Assistant Chairman is away on holiday, and apologies from Jean Knowles, Account Administrator.  
& finally from Jane Harrop, Website Administrator.

### **Treasurer's report.**

Distributed on a separate sheets.  
Copies of the accounts distributed which had been audited by Mr.David Rainsbury.  
No queries from the floor

### **Chairman**

Firstly the Chairman introduced the committee:  
Chris Parr - Director, Secretary, Company Secretary, magazine editor etc.  
Mike Coffey - Director, Deputy Chairman and Club Stand organiser.  
Richard Burnham - Director, Routemaster & photographer  
David Bowden - Commercial Vehicles representative, also Regalia and club Sales  
Helen Bowden - Publicity Sec.  
Chris Howarth - Show Co-ordinator  
Jill Dewsnap - Minutes Sec.  
Eric Dewsnap - Committee Member & Stamps for charity collector.  
Myself, Steve Divall, 1<sup>st</sup> Director, Chairman and Treasurer.

We also have with us Auditor, David Rainsbury, and Richard Lomas, our charity co-ordinator.

This was followed with thanks for our 'Dinner Ladies' who make the sandwiches for club nights. Helen Bowden, Jill Dewsnap, Elaine Lomas, Yvonne Lomas and Margaret Kenworthy.

Another successful year has passed with Evening, and Day Runs set on some Wednesdays & Sundays by the team of Mike Coffey, Steve Bagnall, & Dave Swann. Thanks to them also.

As always, we are looking for guest speakers during the year, so if any members can suggest anybody please let a member of the committee know.

Thanks must go to Jane Harrop for taking on the challenge of redesigning the new Website, with subtle changes which have made it more user friendly, and accessible.

I would like to thank members who saved, and gave us stamps, which when sold help pay for the training of new Guide Dogs for the blind. More are always needed please, even half a dozen helps.

### **Peaks & Dales Charity Run.**

The Peaks & Dales Run saw the greatest turn out of vehicles we have ever had for this event exceeding 110. This was publicised locally with notices and with announcements on High Peak Radio & Silk FM. This is our major fund raising event, and we were able to present the sum of £1961.53 to Kinder Mountain Rescue in September.

For the 2019 Run. The 23rd year,

The remedial work will has been completed at the Gardens, so all should be in order for parking and display the vehicles on the Promenade once again, and after a change in the management, the Tea bar at the lake is to properly serviced, and there will be boating and other activities.

### **The Charity for 2019**

For 2019 Richard Lomas put forward a number of Charities for selection by the committee, and after deliberation, Peak District Music Centres have been chosen to be our 'charity' for this year. They support local ensemble activities for young people in the Bakewell area.

They will be at Marple on June 16<sup>th</sup> to flag off vehicles on the Peaks & Dales Run, and again, they'll be at the Pavilion Gardens at the conclusion of the run.

They will also be at the show in September, where they'll be presented with a cheque.

**Annual General Meeting**  
**To take place at the Conservative Club, High Lane**  
**Wednesday 19<sup>th</sup> February, 2020 at 8.15pm**

**AGENDA**

1. Apologies
2. Introductions
3. The Chairman's report.
4. Minutes of last Annual General Meeting
5. The accounts of the club showing receipts and expenditure for the previous financial year.
6. The election of the officers to the club.
7. The appointment of Directors of the club.
8. The remuneration of the officers of the club
9. Any other resolutions put before the meeting pursuant to these Articles.



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## MG SECTION REPORT

*Paul Clappison*

As we are still in mid winter, car activity is seriously limited at this time of the year. Storage is all important during these winter month's and I am currently looking for new storage options for my MG.

I am looking forward to attending the Practical Classics Restoration show on the 27-29 of March at the NEC in Birmingham. Other diary dates as follows.

On the 5th April the Chesterfield MG Group start the season with the annual run through the Derbyshire Countryside, [www.chesterfield-mg-group.co.uk](http://www.chesterfield-mg-group.co.uk) for more details.

Sunday 3rd of May to join the West Cheshire MGOc on their 6th Cheshire Candles Charity Run, details on website [www.candlesrun.org](http://www.candlesrun.org).

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## **The H and H International Rocker Box Racing Championship**

The H and H international rocker box race night will be on the March (2020) club night as usual. For anyone not familiar with this debacle, for one night only we throw away all the normal gente club night behaviour and become children again.

All you need to enter is a child's skate board (about £8 off the internet) with an engine rocker box nailed on (some use the one off their classic car with a quick refurb) the more adventurous, build their own chassis and wheels etc. which can take many hours.

We award three sought-after trophies each year - one for the fastest, one for the best dressed box, and a bad luck trophy. We also award the '**Piston-broke Trophy**', which is not as sought after because it is awarded to a club member who during the show season has endured some bad luck with their classic car etc..

We again have two members who are way out in front but you may know of someone more deserving so please make the committee aware and grass them up.

Cheers for now Ed Burke

Grass up form to be handed to the committee when complete.

Member's name

Mishap - Candidates for the 'Piston-broke. Award!

Member's car

**Remember - it's Wednesday 18<sup>th</sup> March**

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Happy New Year, everyone. Hope you had a super festive season and an indulgent 2020 celebration.

We're now in the twenty-twenties and as the new decade dawns we also know change is coming. After the turmoil of the past few years' political machinations, the die has been cast and we're on our way to a different road from the one we've known for so long. Only time will tell if this has been a great decision, but there's plenty of water to flow under that particular bridge before it all settles down.

History has shown that on many occasions what at first seemed like a good idea hasn't always gone to plan. It's not just in the political sphere that these things seem to happen. We've also seen it in the car world too. So, perhaps as cautionary tales, here are some prime examples of where pivotal decisions had unforeseen, sometimes disastrous, consequences. Most of these stories you'll be aware of, but they now work well as contemporary allegories that may prove to be remarkably prescient (no matter which side of the debate you're on).

Let's see if they offer us some help at the start of a fresh decade and a turbulent era for UK geo-political history.

It seems appropriate to remind ourselves about the Delorean story. What started as a saga of hope, optimism and renewal ended, as we all know, as a disaster. With its reputations ruined and the end product was reviled and mocked in equal measure. It's only with the benefit of hindsight that John Delorean gets the last laugh. Alas, he didn't get to see his curious creation become hailed as the flawed masterpiece it is.

The DMC12 was envisaged as a state-of-the-art car constructed using ultra-modern materials and a powerful engine. All to make a market-leading, highly-innovative sports saloon. But soon, Delorean was battling both his lofty ambitions and the lack of skills of the Belfast workers

he chose to construct his machine (using UK government funding). The end result was, at the time, considered a colossal failure. The DMC12 was compromised in every way and failed to live-up to the hype that preceded its launch. Too slow to be a true sports car and too quirky for use as an everyday motor. Let's hope a comparison with the UK's much vaunted 'bright future' holds true and a post-Brexit UK, like the DM12, is considered fondly as an example of an idea ahead of its time that came good, eventually!

Let's talk about one of the most infamous decisions in motoring history. One made by a well-educated, but distant elite but that had great consequences for those lower down the pecking order. Ordinary, hard-working people who were sold a dream that turned into a nightmare.

The Ford Pinto remains one of the most egregious examples of where the pursuit of corporate enrichment was put way ahead of the needs of the lowly consumer. For the sake of a low-cost recall, Ford decided not to address the Pinto's habit of exploding in a rear shunt. Instead, the accountants' cost-benefit calculations suggested that it would be cheaper to pay out a few hundred thousand dollars in compensation than to modify the car. And given the Pinto was an economy model car primarily bought by blue collar Americans, who would care? Well, the US legal system cared and punished Ford so strongly their corporate eyes watered. But not until the damage had been done and lives needlessly lost.

Finally, let's recount the story of MG Rover. Previously British Leyland and home to many to many iconic motoring legends: Alvis, Austin, Triumph and Morris. Brands that were long-since debased by poor management, declining standards and industrial politics.

By the late nineties, only MG Rover stood as the last redoubt of what was once a world-leading industry. Before its ultimate demise in 2005, the firm had been in the hands of both Ford and BMW. After being broken up and stripped of its assets and intellectual prop-

erties, it was sold by BMW in 2000 for just £10 to The Phoenix Group.

Hailed as being finally back in the hands of competent British businessmen it didn't take very long for the receivers to call by and the final UK-owned mass-market car firm to breathe its last. Today, Jaguar-Landrover is Indian owned and as a final indignity the Mini, that most talismanic of British car brands, is owned by Germany.

There are many interpretations to be made here. Is it in the British nature to invent the world but allow others to benefit from it? Or is this about the dangers inherent in allowing overseas interests to manage our most precious of assets? Should we guard against allowing interlopers to take what they want and leave the rest behind as just so much garbage? Perhaps, most telling, is this an allegory exclusively from the past or one we must learn from for the future?

You can read more of Anthony's car-related writing at his blog: [sylvianscribblings.blogspot.co.uk](http://sylvianscribblings.blogspot.co.uk)  
So we start a new decade much as we started it. Unsure what the future holds as we sally forth into a new era. One thing's for sure though, we can all still enjoy those things from the past that hopefully will survive the process whatever it brings. I mean, of course, our classic cars.

So I'll end, as always, by saying: happy classic motoring in 2020 everyone!



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JULY

# New classic car museum gets green light

A 100-strong collection of British classic cars from the Austin Seven onwards got the go ahead in July. The Derbyshire based Great British Car Journey – the brainchild of Mylitta Peak Driving Centre founder and owner Richard Usher – also planned to allow

guests the chance to drive dozens of preserved low mileage classics around a special circuit. Building work on the Great British Car Journey – which was announced just after the Hart Arms pub in nearby Ambleside pub topped its needs

voluntarily deal to ancestral behaviour. Two proceeded ahead and it gained council approval in October. Its special route channels regular post updates on vehicles joining its collection and it is on schedule to open its doors to the public on 10 April 2020.

Derbyshire car enthusiasts will doubtless be grateful for the new venue after losing another focus in the calendar, this month after 30 years, the popular Kelper Street and Victoria Railway for the last time in 2019. [greatbritishcarjourney.com](http://greatbritishcarjourney.com)



We will be having a run out to the new museum around Easter time. Keep watching this space.

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## Skewes



## Plymouth

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When Chris Day decided he shouldn't drive his Austin Allegro home because he'd had too much to drink, he little suspected that his old banger of a car would become, quite literally, a banger. Chris left the Allegro – nicknamed the Austin Aggro in Britain because of reliability problems – behind the Army Careers Office in Newcastle-upon-Tyne. Suspicious soldiers, always on the lookout for any IRA bomb-attacks, decided the car was a threat. They couldn't trace the car's registration, so local shops and homes were evacuated and when Chris walked to pick up his car the next morning it was gone. He reported it stolen, but in fact it had been blown up by the Army.

—  —

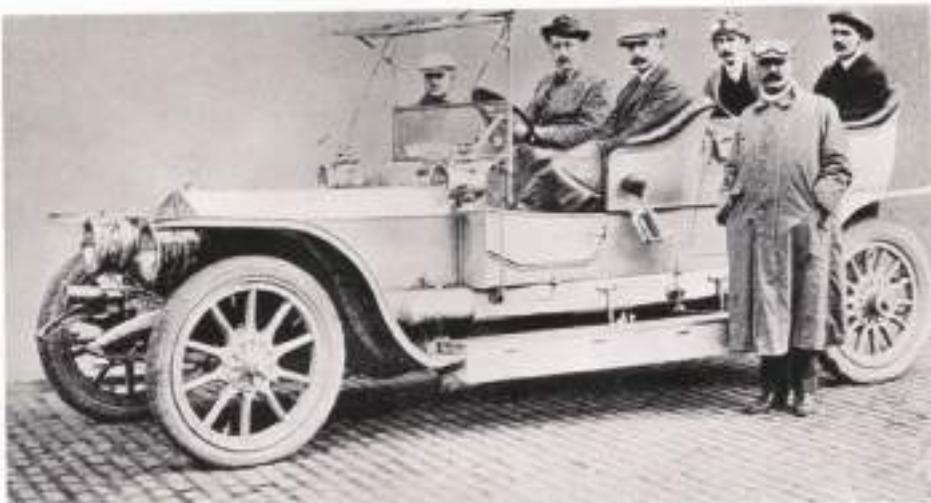
## Rolls-Royce Silver Ghost - A profile

The original 1907 [Rolls Royce Silver Ghost](#), recognised as the most valuable collector car in the world, has been sold by the Volkswagen Group for an undisclosed sum to an American collector. Informed sources suggest the car sold in the region of US \$75 million well over its suggested insured value and eclipsing the [previous collector car record](#) held by a much younger Ferrari 250 GT.



Volkswagen had held the car since it purchased the Rolls Royce and Bentley Company in July 1998. This iconic Rolls Royce, chassis 60551, is the 12<sup>th</sup> chassis produced of the coveted 40/50HP six-cylinder model designed by Henry Royce and first shown at the 1906 Olympia Motor Show.

Affectionately referred to by its registration number AX 201 it was first commissioned by Rolls Royce's Managing Director Claude Johnson. Finished in Aluminium paint with silver plated fittings it soon gained the title of the 'Silver Ghost', a name that would eventually carry across all 40/50HP chassis produced over a 19-year production run. Such was the cars success that it would quickly be promoted as "The Best Car in the World."



Delivered in June 1907 the Barker-bodied Silver Ghost was quickly entered by Johnson in the 1907 Scottish Reliability Trial winning the Dewar Trophy for the official Non-Stop Record of 14,932 miles without an involuntary stop.

Well – since the last magazine we’ve had Christmas, which hasn’t helped with getting much done so this may be shorter than usual...

A couple of days ago the N/S dipped filament “failed to illuminate” to sort of borrow the RR description for a breakdown. Unfortunately the bulbs are now only to order locally, (Xenon) so I have some on order but with the dark days I replaced it with an ordinary one. If you have a word with our chairman regarding the cost of replacing headlamp bulbs you will appreciate that it only taking a matter of minutes to replace it is a very useful saving. At least it is legal now & I can upgrade the lights when the new ones arrive.

The little bit of hassle with the wiper motor not parking has clarified a little. Mike Coffey has explained that a small number of cars, such as Jaguars & Daimlers, had the same sort of arrangement where there is a clutch that engages to reverse the sweep & go to the bottom of the windscreen. The clutch can start to slip & not park properly, but as I’ve tried 2 motors, one of which had never exhibited this problem on BB, it does point towards the relay being the problem. It seemed OK for a few weeks but started again recently. Thinking it through it looks as though the relay is engaging when the switch is turned on, but that it is sticking in engagement when it is switched off, but when the ignition has been switched off for a few minutes it disengages & parks as soon as the ignition is next turned on. New relays then

It stuck me the other day why I like having the Bentley. It will seem silly, but one of the most stressful things that I do most days is get Ann & Penny into the car, with whatever else I need to take with us, meaning that my hands are full & I have to unlock the doors, put the laptop & whatever in, get Penny in & clipped in then Ann in & her seatbelt on. Sounds straightforward but when Penny can only half jump in & needs the other end lifting in, then Ann isn’t sure which door to get in & how to open it I can feel quite knackered by the time I sit down & get my belt on & the engine started, but once I snick her into D & we ghost down the drive I quickly realise just how relaxing it is to drive a Bentley!

Hopefully next month there will be more progress...

**More next month.**

## Car Fire

From *Chris Howarth*

Some members are also members of Enthusiasts of British Vehicles Built Before 1985 on FaceBook, & the name of Gar Coles, one of the moderators, who set it up, will ring a bell. I've met Gar a couple of time & he's a really genuine chap, so it is particularly sad that, on Sunday, whilst out for a run in his Moggie, "Nelson" smoke started coming from the wiring behind the dash. He stopped & opened the bonnet but, despite his best efforts, by the time the fire brigade arrived & extinguished it. "Nelson" was burnt from the windscreen forwards, & is almost certainly a write off. A great shame as last year Gar had fitted a 1.500 cc engine & automatic gearbox to make driving with arthritis, & towing a classic caravan, practical, & had just about finished numerous odd jobs & upgrades.

There were many messages of consolation & a number of observations about how to avoid car fires, which centred on ensuring circuits are protected by fuses, carrying a fire extinguisher, & fitting a battery isolator switch.

I have been involved in two such incidents & my observations may be timely.

Many, many years ago, our secretary/newsletter editor had a Mini Cooper S with 4 Amal carbs & an Aluminium crossflow Cylinder head, so there were 4 carbs across the front. Now we'd been trying to get it running for some time & I think that the battery must have been low, so, as we were near the top of a long hill, (Hollins Lane, Marple Bridge) just pushing the car through the gate & coasting off down the hill to bump start seemed a good plan. There was a certain amount of petrol about so Chris quite sensibly grabbed the dry powder extinguisher from their house which I put in the passenger side footwell & hopped in.

Chris got into the driving seat & a couple of mates pushed us off. After quite a short distance the engine fired & we tootled off down the road at a gentle pace – I seem to recall that we'd been working on the brakes too. Anyway, most fortunately, we hadn't replaced the bonnet, which meant that when the flames from the small leak on one of the carburettors started, we saw them very quickly. Chris wrenched the hand-brake on, locking the back wheels, & I leapt out with the extinguisher. Chris hit the button & I let a short burst off across the carburettors. The fire went out instantly, which was good, but we had about 11.75kgs left, which made the trees look quite Christmassy as I recall. One of our pals, who, having pushed us off, had followed us, said that the flames were above the roof of the car before they went out. A useful lesson for life about petrol & fire extinguishers, also that a dry powder extinguisher let off into carburettors makes quite a mess.

The other event was in Big Blue a couple of years ago. When I arrived home from the H&H meeting I opened the car door & the interior lights came on but dim. Odd

methinks, then smoke started to come from the centre console. Now time quickly becomes of the essence! Out sharpish, open boot & switch off isolator. Smoke stops. Remove fuse, switch isolator back on. No smoke or interior lights. Lesson 2, a fuse doesn't stop a wire overheating.

All this adds up to it being a very good idea to carry an extinguisher & to fit a battery isolator – it could save your Pride & Joy from being destroyed.



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Also on the stage on club nights, a collection of  
Magazines. We don't charge for these, but if you leave  
a small donation for club funds, it will be much appre-  
ciated. Please help yourself.

## Forthcoming Events

From *Chris Howarth*

Wed 15<sup>th</sup> January Chairman's Quiz  
Sun 19<sup>th</sup> January HHCVC NYR  
Wed 19<sup>th</sup> February AGM & Hot Pot  
Sun 8<sup>th</sup> March HHCVC Spring Run  
Sun 26<sup>th</sup> April Drive it Day  
Fri 8<sup>th</sup> May Gawsworth Oldtimers Show (Note Friday!)  
Sat 16<sup>th</sup> May Manor Park Show  
Mon 25<sup>th</sup> May Gawsworth Youngtimers Show  
Sat/Sun 6<sup>th</sup>/7<sup>th</sup> June Tatton Park Show  
Sun 21<sup>st</sup> June Peaks & Dales Run  
Mon 22<sup>nd</sup> June Sheffield Hallamshire Hope Show –  
Traveller's Rest  
Sun 28<sup>th</sup> June Lymm Festival of Transport  
Sun 12<sup>th</sup> July Didsbury Show  
Sat/Sun 15<sup>th</sup>/16<sup>th</sup> August Tatton Park Passion for Power  
Mon 31<sup>st</sup> August Woodsmoor Car Show  
Sun 6<sup>th</sup> September H&HCVC Club Show at Brookside  
Garden Centre

Note that the Spring Bank Holiday is on Friday the 8<sup>th</sup> of May – the 75<sup>th</sup> Anniversary of VE Day

I have told Tatton that we would like a plot for 10 next to the similar sized one that GVEC have requested for the 6<sup>th</sup>/7<sup>th</sup> Jun Show.

We have applied for the same plot at Lymm as last year – about room for 16 cars approx..

**Committee Continued from back of front cover.**

**Publicity** - Helen Bowden 0161 427 3584  
**Minutes** - Jill Dewsnap 0161 338 2098  
**Regalia** - David Bowden 0161 427 3584  
**Other Committee** - Eric Dewsnap.  
**Charity Co-ordinator** - Richard Lomas - 01663 742659  
[richard.lomas5@btinternet.com](mailto:richard.lomas5@btinternet.com)

**Hall of Fame Award Recipients:-**

**2012 - Chris Parr**

**2014 - Bob Plant**

**2015 - Ray Etchells**

**2016 - Fred Dean**

**Vehicle Valuations for Insurance - Contact Mike Coffey - 01298 27424**

[mick.coffey1@talktalk.net](mailto:mick.coffey1@talktalk.net)

**Club email address - [hhcvc@yahoo.co.uk](mailto:hhcvc@yahoo.co.uk)**

Contributions for the Magazine in by 1<sup>st</sup> of the month please.

*Please note that the opinions of the Editor and any Contributors are not necessarily those of the Chairman or Directors of the Club.*

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